



# Hongkong Daily Press.

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Hongkong, 29th April, 1908. [a204]

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Y. SHIBUYA,  
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Hongkong, 2nd August, 1912. [a16]

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Hongkong, 25th October, 1906. [575]

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Hongkong, 16th June 1911. [527]

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[a706]

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[a26]

## S.M.R.

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| 1st Class Fare | Shanghai (Steamer) ... Lv.     | a.m.                              |                              | Mon. Wed. Fri.                        |   |
| \$40           | Dairen (S.M.R. Train) ... Lv.  | 2.00 p.m.                         | Sun.                         | "                                     | " |
| Y 14.95        | Mukden " " ... Lv.             | 10.10 "                           | "                            | "                                     | " |
| Y 11.50        | Changchun " " ... Lv.          | 10.25 "                           | "                            | "                                     | " |
| R 9.60         | Harbin (Russian Train) ... Lv. | 4.50 a.m.                         | Mon. Thurs. Sat.             | "                                     | " |
|                | " " " " ... Lv.                | 6.00 "                            | "                            | "                                     | " |
|                | " " " " ... Lv.                | 1.45 p.m.                         | "                            | "                                     | " |

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|---------|--------------------------------|----------------------------------------|------------------------------------|-------------------------------|---|
| R 9.60  | Harbin (Russian Train) ... Lv. | 7.20 a.m.                              | Mon. Wed. Fri.                     |                               |   |
|         | Changchun " " ... Lv.          | 3.30 p.m.                              | "                                  | "                             | " |
| Y 11.50 | Mukden (S.M.R. Train) ... Lv.  | 4.00 "                                 | "                                  | "                             | " |
| Y 14.95 | Dairen " " ... Lv.             | 11.00 "                                | "                                  | "                             | " |
| Y 40.00 | Shanghai (Steamer) ... Lv.     | 11.20 a.m.                             | Tues. Thurs. Sat.                  | "                             | " |
|         | " " " " ... Lv.                | Noon.                                  | "                                  | "                             | " |
|         | " " " " ... Lv.                | a.m.                                   | Sat. Mon.                          |                               |   |

\* Russian Train Time is 23 minutes faster than S.M.R. Time.  
The above fares do not include the Sleeping Car Supplement and Express Extra Fee.

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tables, pictorial guide-books, etc., can be obtained free, or direct from  
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Uncle Tom's Cabin.  
Martinez's Poets on the Fjords, &c.  
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Collodi's Pinocchio; or, The Story of a Puppet.  
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King Herla. (Annals of Fairyland III.)  
[a24]

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The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always  
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Max. Length of Ship taken in. 460 Feet. 580 Feet.  
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**Steam Navigation Co.**  
**HOMeward PASSENGER SEASON 1913.**  
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**THIS THROUGH MAIL STEAMER FOR MARSEILLES AND LONDON**  
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[a1034]

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Recently Refurnished and Redecorated  
Large Airy Public Rooms.  
Electric Lighting, Lifts and Fans.  
Suites de Luxe  
Bedrooms with European Bath and  
Lavatory attached.  
Perfect Sanitation.  
A LA CARTE GRILL ROOM.  
[a28] J. H. TAGGART, Manager.

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A FIRST CLASS HOTEL.  
Central Position for Tram and Ferry.  
Electric Lifts.  
Electric Fans.  
Hot and Cold Water.  
Latest Improvements.  
Reasonable Rates.  
Telephone No. 373.  
H. HAYNES,  
Manager  
Hongkong, 2nd August, 1912. [a157]

**GRAND HOTEL**  
QUEEN'S ROAD CENTRAL.  
A FIRST CLASS AND UP-TO-DATE  
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ENTIRELY UNDER EUROPEAN MANAGEMENT.  
THIS HOTEL has recently been thoroughly  
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Large and Airy Rooms, Hot, Cold, and Shower  
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Telegraphic Address:—"COMFORT,"  
Hongkong.  
Hongkong, 1st September, 1910. [a39]

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PRIVATE HOTEL.  
STANDING in its own grounds with Tennis  
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Well Furnished Rooms, every home comfort  
Fine View of the Harbour.  
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Hongkong, 4th December, 1907. [a37]

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SHAMEN-CANTON.  
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SITUATED ON THE BRITISH CONCESSION

**MACAO HOTEL**  
MACAO  
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SITUATED IN THE CENTER OF PRATA GRANDE  
Both Hotel electrically lighted, and under  
experienced European Supervision.  
GUIDES AND CHAUFFERS PROVIDED.  
Every information and Special attention given  
to Tourists.  
REASONABLE RATES.  
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Proprietor.  
1053]

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ELGIN ROAD, KOWLOON.  
A RESIDENTS' BAR has been specially  
fitted up for the use of residents in  
order to meet the wishes of Customers who  
prefer the quietness and comfort which such a  
bar gives in contrast to a Public Bar.  
Both the Residents' and Public Bar are  
stocked with the best of Wines and Liquors,  
directly imported for our exclusive use, and this  
enables us to supply at the Cheapest Rates.  
M. J. NATHAN,  
Manager.  
Kowloon, 9th August, 1912. [a536]

**A LING & CO.**  
19, QUEEN'S ROAD CENTRAL  
FURNITURE AND PHOTO GOODS  
STORE.  
Photographic Goods of every Description in  
Stock.  
Developing and Printing Undertaken  
Hongkong, 31st July, 1907. [516]



## INTIMATION

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SCOTCH  
WHISKYA BLEND OF THE FINEST PURE  
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## NOTICE TO CORRESPONDENTS.

Only communications relating to the news column should be addressed to THE EDITOR.

Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith. All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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HONGKONG OFFICE: 10A, DES VERTS ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, SEPTEMBER 9TH, 1912.

We note in the Report of the Commissioner of Customs at Canton an interesting reference to the Canton-Kowloon railway. Mr. MAZE writes: "Seeing the admirable river steamer service which is in operation between Canton and Hongkong, it may be reasonably questioned whether the railway will prove a financial success—at any rate until it is linked up with the Canton-Hankow line, when the latter is completed." At the time the railway was opened, we gave expression to similar thoughts, but the results of the working of the railway—the British section, at least—have exceeded all expectations, and the outlook is by no means so pessimistic as it appeared a couple of years ago. Before Sir FREDERICK LOGARD left the Colony he was enabled to make the gratifying announcement that the revenue of the British section of the railway in 1911 had exceeded the estimate by more than \$40,000. Mr. WINSLOW'S Report on the working of the section during the year 1911 has been recently published, and from it we may quote the following statement: "The estimated working expenses for the year under report, excluding interest, were \$188,108.00, and at the time the Estimates were prepared it was agreed to charge \$81,832.00 of this amount to Construction Account, it being ordinary Railway practice on exceptionally heavy constructions for extra maintenance to be charged to Capital during the first year of operation. However, at the end of March it was decided

that all future expenses of whatever nature should be charged direct to Open Line working, with the result that only \$5,589.10 was debited to Capital instead of \$81,832.00 as was originally intended. Under this arrangement \$76,142.90 additional expenditure was borne by Revenue, but as the excess of estimated Revenue is \$40,058.80, the loss on the year's working is only \$24,845.14, which may be considered very satisfactory." The Report further mentions that under the Working Agreement a claim of \$7,316.00 has been made against the Chinese Government for compensation for late trains, and for suspension of through traffic from November 7th to December 14th. The amount is not included in the accounts, but when paid will reduce the loss on the year's working to \$17,529.14. The management was considerably handicapped last year by a shortage of rolling stock and locomotives, but this has since been remedied, and we shall be much surprised if the result of the present year's working does not show a good margin over the working expenses. The loss on working (\$24,845) and the interest on Crown Agents' advances (\$167,787) and on the Wuchang Loan (\$221,945) make a total of \$414,578. When we bear in mind the fact that the railway had to depend almost entirely on local traffic for its revenue in 1911, the financial results must be regarded as very satisfactory. In framing the estimates for 1911 the railway management had calculated that the railway would benefit for five or six months from through traffic with the Chinese section; but despite the fact that through communication was not established till October 5th, the revenue exceeded the estimate—which, if we recollect rightly, Sir FREDERICK LOGARD had regarded as over- sanguine—by no less than \$40,000. The passenger traffic over the line is constantly increasing. It is on this that the railway must continue for some years yet to depend almost entirely for its revenue. The local coaching traffic accounted for \$107,398, while local goods traffic—which consisted principally of fruit, rice, dried fish, vegetables and other market commodities and construction materials for the Chinese section—brought in only \$12,515. What are described as the "foreign earnings" from goods traffic during the three months of through traffic in 1911 amounted to only \$98.46, while coaching earnings were \$15,317. The development of an important goods traffic over the line will no doubt be very slow indeed. Mr. MAZE, the Customs Commissioner at Canton, says it is obvious that both fares and freights will be lower by steamer than by rail. Still, we think there is good reason to believe that when the Canton-Hankow line is linked up with the line to Kowloon, this railway will derive considerable benefit both in coaching and goods traffic from the connection. It is worthy of note that although the Canton section of the line to Hankow had been completed for a distance of only 66 miles from Canton by the end of 1911, the statistics showed that nearly two million passengers had made use of the line during the year, but the goods carried aggregated only 500,000 piculs. The earnings of the line are reported to have amounted to close on one million dollars. Construction work has been proceeding very slowly on the grand trunk line, and there seems no immediate prospect of it being greatly accelerated, notwithstanding that there has been some sort of official announcement that the line is to be completed in five years. But there is no need to wait for the completion of the line before the loop line to connect the two railways at Canton is constructed, and we trust it will not be long before the lines are linked up. Meanwhile, we can only repeat that the taxpayers of Hongkong have much to be thankful for in the surprising development of local traffic to an extent which justifies the expectation that in the third year of its existence the revenue will do something more than cover working expenses.

Miss Wilkinson succeeds Mrs. Addison as Hon. Secretary of the Ladies' Recreation Club.

The German mail of the 7th August was delivered in London on the 6th September.

The name of Noel Ramsay & Co., Ltd., has been struck off the Hongkong Register of Companies.

At the Magistracy on Saturday, Mr. Irving sentenced a Chinese woman to six weeks' imprisonment for stealing a tin box belonging to a fellow employee in the women's quarters at the Cotton Mills.

A Chinese residing in Arbuthnot Road has reported to the police that he has lost two valuable vases worth over \$1,000. He also states that a servant is missing and it is surmised that he has stolen them.

We understand that another attempt to burglariously enter Mr. Ho Tung's residence at the Peak, The Neuk, was made yesterday morning.

H.M.S. *Prometheus*, which is flying the paying-off pennant and is homeward bound, is taking divers to Singapore for work on the wrecked surveying-ship *Waterwitch*.

We learn that the Holt steamer *Proteus*, has made the passage out from Liverpool, calling at Singapore and Manila, in the remarkably quick time of 34 days.

During the month of August there were 182.1 hours of sunshine, the mean for the same month during the previous 25 years being 201.6. The rainfall of 15.715 during the month approximated to the 14.20, the mean for the previous quarter of a century.

At the Magistracy on Saturday, Mr. C. D. Melbourne adjourned a case in which the driver of No. 7 car of the Coronation Garage was charged by Inspector Dymond with driving on the wrong side of Connaught Road. The case will be heard on Tuesday.

It is notified in the Government Gazette that H.E. the Governor has appointed Mr. D. W. Craddock and Mr. H. W. Bird to be Unofficial Members of the Licensing Board, *vice* the Hon. Mr. Murray Stewart and the Hon. Mr. E. Osborne, who have resigned.

The Chinese who was handed over to the Police by Mr. E. A. M. Williams, of No. 129, the Peak, was charged before Mr. E. A. Irving at the Magistracy on Saturday with feloniously entering complainant's dwelling house and stealing property valued at \$52; with returning from banishment; and with being in unlawful possession of a gold-mounted amber cigar holder. The hearing of the charges against him was adjourned.

Returns of the average amount of Bank notes in circulation and of specie in reserve in Hongkong during the month ended 31st August, 1912, as certified by the managers of the respective Banks:—

| Banks.                                       | Average Amount. | Specie in Reserve. |
|----------------------------------------------|-----------------|--------------------|
| Chartered Bank of India, Australia and China | \$ 6,194,070    | \$ 4,000,000       |
| Hongkong and Shanghai Banking Corporation    | 19,039,692      | 14,000,000         |
| Mercantile Bank of India, Ltd.               | 275,498         | 190,000            |
| Total                                        | \$25,509,260    | \$18,190,000       |

\* Securities with Crown Agents £30,000.

## MISSING OPIUM.

Before Mr. Melbourne at the Police Court on Saturday, Chan Kau was charged by Mousa A. Razack with converting to his own use two chests of Persian opium which were left in his charge for transhipment.

Mr. C. G. Alabaster, instructed by Mr. Leo D'Almada e Castro, appeared for the prosecution, Mr. D. Lewis (of Messrs. Johnson, Stokes & Master) for the defendant, and Mr. P. M. Hodgson, Assistant Crown Solicitor, watched the case on behalf of the Crown.

Mr. Alabaster said the charge was one under the English Larceny Act of 1901, and the indictment was that the said Chan Kau on 20th August, 1912, was entrusted with certain property, to wit, two chests of Persian opium, belonging to Razack, under order from him to deliver the same to the steamship *Chunang*, in the waters of this Colony, for the purposes of exporting the same to another place from the Colony, and did unlawfully and fraudulently convert the said property to his own use. The facts were fairly simple. There had been a sale of opium for \$3,389, and on the 24th inst. a delivery order was made out, but delivery was not taken until the 26th. On Saturday, the 24th, Mr. Razack applied in person at the Harbour Office for an export form under the Opium Ordinance; he required this opium for export to Singapore and it was intended to send it by one of Jardine's steamers. When he got to the Harbour Office he did not get the form, but on the Sunday he sent a chit to the Harbour Office and a form was returned. He handed it to the prisoner for the purpose of getting it countersigned by the opium farmer. On the Monday the prisoner brought back the form countersigned by the opium farmer. Prisoner said that he had arranged for the shipment of the opium. He came back and told his master that he had shipped the goods all right. The next day the prisoner himself again came to Razack and said that everything had been done and that there was an Excise Officer on board. He said that he had himself forwarded the documents to the company at Singapore. He was then paid his commission. Counsel could prove, and the Crown would assist him since it was their duty to do so, that the two chests of opium were never shipped on the ship mentioned. What had become of them he did not know, but perhaps the prisoner would tell them.

The hearing was adjourned.

## TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## BRITISH AVIATION FATALITIES.

LONDON, September 7th.

During the military manoeuvres, the aviators were combatting strong winds, and the wing of a monoplane became buckled, with the result that the machine turned turtle and fell a distance of nearly 1,000 feet near Stevenage in Berkshire. As a consequence, Captain Hamilton, of the Worcester Regiment, and Lieut. Stuart, of the Artillery (both belonging to the Royal Flying Corps), were killed.

Captain Austin, while flying at Andover, had a miraculous escape from death. His machine was wrecked.

LATER.

Accounts by eye-witnesses of the fatality at Stevenage report that Captain Hamilton literally fought for life in mid-air. The aeroplane swerved and dived, then righted itself, and in a desperate effort to swoop again the wings snapped. The machine fell like a stone and was smashed. A wing stay was found half a mile from the accident. Its breaking off is supposed to have been the cause of the accident.

A GERMAN DISASTER.

A German Lieutenant, whose machine was upset by a gust of wind, was killed at Munich.

## OFFERS FOR CHAMPION AIRMAN.

LONDON, September 7th.

Mr. Cody, who won the first prize of £1,000 in the War Office Military Aviation Competition, has received offers from the Australian and Austrian Governments of a position to instruct the airmen of those countries.

## A SUBMARINE RECORD.

LONDON, September 7th.

Reuter's correspondent at San Francisco wires that an American submarine has descended to a depth of 283 fathoms, which is a record.

## THE MID-LOTHIAN ELECTION.

LIBERAL ACHIEVEMENTS.

LONDON, September 7th.

The Mid-Lothian election, which is to take place on Tuesday, is being awaited with considerable interest.

Mr. Asquith sent a message to Mr. Shaw pointing out that while the Tories and Socialists only talked, the Liberals had realised the greatest social reforms of the age.

Mr. Lloyd George's message likewise refers to the performances of the Liberals, but states that a still greater task awaits them, namely, to assure that the antiquated and absurd land system will no longer prevent the land from benefitting the people.

## TRADES UNION CONGRESS.

FAVOURS NATIONALISATION SCHEME.

LONDON, September 7th.

The Trades Union Congress has passed a resolution in favour of the nationalisation of land, minerals, mines, railways and canals.

Mr. R. Smillie said the miners would immediately initiate a great campaign for the nationalisation of mines. They had a Bill already prepared.

## SYNDICALISM REJECTED.

LATER.

The Congress has adopted a resolution by 1,693,000 votes to 48,000 re-affirming its support of independent political action on the part of the unions, thus tacitly rejecting syndicalism.

## THE MILITANT SUFFRAGETTES.

LONDON, September 7th.

During last night a number of suffragettes invaded Balmoral Castle, evading the police guards. They removed the hole flags from the Golf Course, substituting others variously inscribed, and painted an inscription on the Memorial Fountain.

## BRITISH TRADE RETURNS.

LONDON, September 8th.

The trade returns for August show increases in imports amounting to £9,138,047 and in exports to £7,666,021. The principal increases were in iron, steel, cotton, silk, chemicals and motor cars.

[THROUGH REUTER'S AGENCY.]

## PANAMA CANAL QUESTION.

A CURIOUS MISTAKE.

LONDON, September 7th.

Sir Edward Grey's letter to the New-castle Chamber of Commerce regarding the Panama Canal tolls merely stated that he was making representations to the United States on the matter. The remainder was a comment by the Secretary of the Chamber, but the reporters thought it was a continuation of the letter.

An interesting sequel to the mistake is that Professor Johnson, special commissioner on the Panama Canal traffic, who has been studying the finances of the scheme, strongly bears out what he believed were Sir Edward Grey's arguments. He points out that the American tonnage is about 10 per cent. of the total, and consequently the exemption of American ships will mean an additional 10 per cent. on the tolls to Britain and other foreigners.

SENATOR'S VIEWS.

LATER.

Senator Chauncey Depew, interviewed on sailing for New York, affirmed that the United States had made a mistake regarding the Panama Canal tolls, but he did not think the Bill would be amended or the matter submitted to arbitration. There would be much room for European cynicism thereon, and the feeling aroused would possibly do the United States infinite harm commercially. He expressed the opinion that if the matter were arbitrated upon, the United States would certainly be beaten.

THE PRESIDENT'S VIEWS.

Reuter's correspondent at New London, Connecticut, wires that President Taft, in addressing a convention of the Atlantic Deep-sea Waterways Association admitted that he would have preferred that parts of the Panama Bill had been omitted. He did not favour violating any treaty, but claimed the same right to interpret the treaty as foreign Powers. America was building the Canal for the benefit of the whole world.

## THE BALKANS.

LONDON, September 7th.

Count Berchtold's latest proposals for an exchange of views regarding the Balkans have been considered by Sir Edward Grey, and have made a most favourable impression.

A message from Vienna states that in view of the critical situation in Macedonia much speculation exists concerning the meeting at Buchlau between Count Berchtold and Count Bethmann von Hollweg, at which the German Ambassador at Vienna and the Austro-Hungarian Ambassador at Berlin will be present. The *Fremdenblatt* significantly remarks that the German Chancellor and the Austrian Foreign Minister are determined to uphold the *status quo* in Turkey. The journal indicates that they will discuss the situation in the Balkans with special reference to the altered situation in Turkey, where the Young Turks have ceased to represent the ruling power. They will assure Turkey that she has the sincere goodwill of Germany and Austria in her work of internal regeneration after the war with Italy is at an end, which, the journal hints, may not be far distant.

## THE WAR CLOUD ON THE TURKISH FRONTIER.

LONDON, September 8th.

The Turko-Montenegrin frontier troubles, and the agitation in Bulgaria in favour of war owing to the Kochana massacre has now been followed by a series of affairs on the Turko-Greek frontier, culminating in an affair wherein the Turks sustained a loss of 7 killed and 15 wounded.

## HOME CRICKET.

LONDON, September 7th.

The match at Scarborough between Australians and Lord Londesborough's XI. ended in a draw. A similar result was witnessed in the South Africans v. Mr. Robinson's XI. at Norfolk. Surrey beat Warwickshire at the Oval by six wickets.

[THROUGH REUTER'S AGENCY.]

## THE KAISER AND SWITZERLAND.

LONDON, September 7th.

The Kaiser has arrived at Berne, on a brief official visit to the President of the Swiss Republic.

LATER.

The Kaiser has set out on his return journey to Germany. Previous to his departure, he was entertained to a banquet, at which the most cordial toasts were exchanged, emphasising the closeness of the Germano-Swiss commercial and intellectual relations.

SWISS INDEPENDENCE.

A noteworthy passage of the President's speech was that in which he thanked the Emperor for his interest in the Swiss Army, but declared pointedly that the Swiss were determined to defend their independence, which was their most precious treasure, against aggression.

The Kaiser in reply paid a glowing tribute to the efficiency of the Swiss troops. He had always been a good friend of Switzerland and would not cease to remain so.

LATER.

The Kaiser on his departure from Switzerland telegraphed to the President his thanks for the reception accorded him, and recalls particularly the pleasure of the days spent at the military manoeuvres watching and admiring the brave troops led by brilliant officers. His Majesty expressed his sincere wishes for the prosperity of Switzerland which he describes as a hospitable country.

## THE TROUBLE IN MEXICO.

LONDON, September 7th.

Reuter's correspondent at Washington wires that the Government of the United States has pointed out to the Mexican Government the urgent need of American troops to protect Americans in Northern Mexico, who have been urgently appealing for help.

A telegram from El Paso states that a band of Mexican rebels crossed the frontier and engaged the American troops, but were repulsed, one rebel being captured.

The American troops stationed at Arizona for the purpose of preventing the invasion of Mexico by cowboys, are anxious to assist their compatriots in the Mexican mining camps.

LATER.

The Mexican casualties were five killed and one wounded, while none of the American troops were injured.

LATER.

President Taft has authorised the immediate dispatch of two more regiments of cavalry to the Mexican border, and the Treasury has ordered rifles and ammunition to be sent to the Americans at the mining camps in Mexico.

## FRANCE AND MOROCCO.

LONDON, September 7th.

A message from Paris states that a Frenchman has been murdered in the vicinity of Casablanca.

LATER.

A message from Paris states that Colonel Mangin's columns have started for Marrakesh, and are expected to arrive there to-morrow.

The French lost 8 killed and 31 wounded in a fight in the Shawia country. Disorders are feared, even in Fez, and three columns are operating in the vicinity of the capital.

## OVERSEAS CADETS.

LONDON, September 7th.

Reuter's correspondent at Toronto states that in the Overseas Cadets shooting competition, Nova Scotia won the King's Cup with a score of 147. The other scores were:—England, 138; British Columbia, 132; New Zealand, 131.

A Londoner named Knight won the gold medal presented by Lord Roberts.

## WELCOMING CANADA'S PREMIER.

LONDON, September 7th.

Reuter's correspondent at Quebec wires that Mr. Borden, the Premier of Canada, has returned, and that he was accorded an enthusiastic welcome.



## TELEGRAMS.

(THROUGH REUTER'S AGENCY.)

## RUSSIA AND CHINA.

LONDON, September 8th.

It is announced in St. Petersburg that the Russian Minister at Peking has presented a Note to China intimating that as China has not answered the Russian representations concerning the revision of the Treaty signed at St. Petersburg in 1911, Russia regards the Treaty as having been extended for another decade, but, in order to meet the wishes of China, Russia will abolish on January 4th the privileged free-trade zone on her side of the Russo-Chinese frontier, and will not object to the simultaneous abolition of the same privileges on the Chinese side.

## REVOLT IN CHINA.

LONDON, September 7th.

The situation in south-west Yunnan is reported to be critical. The Chinese troops have revolted and the military Governor has disappeared.

## THE LATE MIKADO.

LONDON, September 7th.

The ceremony of paying obeisance to the remains of the late Emperor Mutsuhito will be celebrated on the 13th inst. at the private residence of the Japanese Ambassador in London. Only Japanese will be present.

## THE TURE.

PRINCE EDWARD HANDICAP.

LONDON, September 8th.

The Prince Edward Handicap was run yesterday, and resulted as follows:—

|            |   |
|------------|---|
| Balscadden | 1 |
| Papavero   | 2 |
| Mynora     | 3 |

Eleven ran. Won by five lengths, a head separating second and third.

Balscadden started at 7 to 2 against, Papavero 9 to 2, and Mynora at 8 to 1. Wilfred was favourite at 3 to 1 against.

## ST. LEGER BETTING.

The latest betting on the St. Leger, run at Doncaster on Wednesday, is as follows:—6 to 4 against Lomond, 6 to 1 Tracery, 15 to 2 Erleigh, 10 to 1 Hector, 100 to 1 Tagalie, and 25 to 1 Charmian.

## LUSITANO TRIANGULAR BILLIARD MATCH.

The first round in the billiard contest between the Catholic Union Club and the Club Lusitano was played off on Friday at the Lusitano Club. The players were evenly matched, and the game was fast and exciting. The former Club won by the narrow margin of 84 points.

The following are the scores made by the respective players:—

| CATHOLIC UNION.    | CLUB LUSITANO.      |
|--------------------|---------------------|
| A. Remedios        | 209 F. M. Silva     |
| C. J. Sequeira     | 250 J. M. Roza      |
| E. L. Barros       | 205 R. C. Silva     |
| E. G. Remedios     | 250 F. X. Rozario   |
| C. Sequeira        | 125 L. A. Ozerio    |
| J. D. Osmond       | 250 A. J. Rodriguez |
| F. Soares          | 250 J. C. Gardner   |
| E. C. Guimaraes    | 250 J. O. Remedios  |
| E. D. da Rosa      | 250 P. N. Sequeira  |
| L. E. dos Remedios | 250 A. O. Baradas   |

Total ..... 2,274 Total ..... 2,226  
The return match will start to-day at 5.45 p.m. at the Catholic Union Club.

## LONDON SHARE QUOTATIONS.

Messrs. Vernon & Smyth, sharebrokers, received on Saturday morning the following cable quotations from their London agents:—

|                  |                          |
|------------------|--------------------------|
| Melmasius        | 4/- sales.               |
| Ledbury          | 60/- sales.              |
| Rubber Trusts    | 13/3 prem. middle price. |
| Anglo-Malays     | 17/- middle price.       |
| Labus            | 10/- middle price.       |
| Linggis          | 33/- middle price.       |
| Trounols         | 75/- cum. div. sellers.  |
| Chersonese       | 4/2 sellers.             |
| Palanga          | 10/4 buyers.             |
| Shell Transports | 109/- buyers.            |
| Malayan Tin      | 10/- prem. buyers.       |
| Para Rubber      | 4/10 per lb. sales.      |

## ISSUE OF NEW CHINESE POSTAGE STAMPS.

Mr. Homer H. Wong, Chief of the Postal Department of the Ministry of Communications, has received instructions to issue three series of stamps for general use. Two will be commemorative issues limited in number, and one will be the ordinary issue for future use. One set, bearing the effigy of Dr. Sun-Yat-sen, is to commemorate the great struggle for freedom which yielded the revolutionary Government at Nanking; and the other set will be in commemoration of the effective foundation of the Republic under the President, whose powerful face will appear on the stamps. The national device has been selected for the set for ordinary use.—N.C. Daily News.

## RANDOM REFLECTIONS.

Police efficiency coupled with the epidemic of burglaries and larcenies continues to be the subject of local conversation, and the manner in which some fresh sensation has developed every day during last week was almost like stagecraft. Of course, it was not forgotten that the first burglar to be caught was captured by a civilian, and that the vigilance of a householder on the upper levels was responsible for the arrest of two suspects. I have no doubt the police are doing their best, and it does not need the setting of such comparisons to stimulate them to further exertions.

To give some idea of the difficulties of the situation, I may mention that a certain locality in Kowloon, from which there had been several larcenies, was watched every day for about a fortnight by a special man. As he was wanted for other work he was taken off and a man was put on duty for certain hours there. During the time he was absent another theft occurred in broad daylight, and the police do not seem to be any nearer tracing the culprit.

Annoying though it is that a burglar, caught *flagrante delicto*, should have managed to escape from custody, the incident is not without an element of humor worthy the notice of any comic opera writer who aspires to wear the mantle of the late Sir William Gilbert. It rather adds to the humor of the incident to know that there is positively no truth in the report that the handcuffs were removed from the prisoner by order of the doctor at the hospital. Apparently the lunkong removed them on his own responsibility—and the report of the incident calls to mind that story in ancient history when one Cain was asked "Where is Abel, thy brother?" And he said: "I know not: Am I my brother's keeper?" If anything like this happened in the charge-room of the Central Police Station when the lunkong was called to account, I can imagine the inspector on duty saying, "Mon, why the de'il didna ye ask that before? Then ye wadna ha been put on the job."

"Halt! Shoulder arms! Recover! As you were!"  
Oh, Britain! Oh, my country! Such words as these

Have made thy name a terror and a fear to all the nations."  
So wrote a Scottish bard, and apparently Sir Henry May is one of the patriots who would keep these lines green. His Excellency is now, I understand, rounding up apathetic Britons and laying before them some plain facts with regard to national defence. As a result of his visits to various big British hongs, and his interviews with the staffs thereof, the strength of the Volunteer forces in Hongkong is likely to be materially increased.

In view of the recent leading article in the *Daily Press* regarding the overcrowding of Victoria Gaol, and in view of the confirmation given thereto by the Colonial Secretary in the Legislative Council in reply to a question by the Hon. Mr. Osborne, it would be interesting to learn what steps the Government are taking to accommodate excess prisoners. The Police Court records do not show a decline in the number of convictions, and I learn that many prisoners who have served part of their sentences are still being turned loose before the expiration of their time to make room for others. I offer this question gratis to any unofficial member of the Legislative Council who cares to make use of it, but it may be that the Government will satisfy the curiosity of the public on the point when the Estimates are brought forward.

The suggestion made before that instead of discharging prisoners before their sentences have been completed they should be utilised for necessary public works in the New Territory does not seem to have been considered yet. In the circumstances a decision for dealing temporarily with the matter ought not to be delayed. It should not be shelved as it has been. Why not get prisoners engaged on road-making? The District Officer makes the statement in his Report that much land capable of development in the New Territories has been abandoned by cultivators because it is difficult of access. Chain gangs could thus be put to useful work, and, if necessary, guards could be furnished by the Indian regiments who have not had any particular work to do since they came out here except to keep themselves fit.

If the ruling officials in Canton are to have their way the Chinese in that city have to learn to make the cleavage with the past more distinct than they have yet done. Their officials would have remembered what St. Paul said, "When I was a child, I spake as a child, I understood as a child, I thought as a child; but when I became a man, I put away childish things." These thoughts occurred to me on reading that the Government at Canton, owing to kite-flying interfering with

the telephone and telegraph system, had decided to prohibit it in the city, so that if men wished to engage in this old-time amusement they had to go into the country where there were no wires to worry.

As we have long known, China was *par excellence* the land of kites. The sport or amusement is not restricted to youthful hands as in the West, but is enjoyed by men of mature years. Of course, the kite is a more elaborate thing in China than anything ever seen in the West. Great ingenuity is displayed in its construction and design, and it is no uncommon sight in a Chinese town to see butterflies, lizards, centipedes, men, fish, and other objects moving in mid-air occasionally with life-like similarity. It has been said that the "skill shown in flying kites is more remarkable than the ingenuity displayed in their construction." The festival on which kite flying, according to Mr. Dyer Ball, is indulged in largely is the ninth day of the ninth moon. Since the establishment of the republic the Chinese have lost their distinctive queue, have abandoned their picturesque costume, and now it looks as if they will have to part with some of their old-time amusements.

Hongkong is getting more like London every day. The latest point of similarity is in the opening of a Lyons restaurant. "Lyons," let me add, is the ingenious—or shall I call it disingenuous?—translation into English of the name of a certain Mr. Loi On. What's in a name? Another circumstance which led to the reflection that Hongkong must be getting more like London every day, was the delivery of a letter at this office from England a few days ago addressed, "131 Fleet Street, Hongkong." That happens to be the address of the London Office of the *Hongkong Daily Press*, but when we have Lyons restaurants and "universal providers," etc. reminding us of the hub of the universe established in the Colony perhaps there is some excuse for the provincial firm who thought that the famous street of the newspaper world must also be in Hongkong.

RODERICK RANDOM.

## THE RICE MARKET.

PENANG AND SINGAPORE OVERSTOCKED.

From enquiries made by a representative of the *Penang Gazette* on the 28th ult. it appears that Penang and Singapore are heavily overstocked with rice. Many of the merchants have not sufficient godown accommodation to receive further supplies, and consequently they have asked Rangoon and other centres of supply not to send further consignments. There has been a fall in prices locally, the quotation being 82½ as against 82½ two weeks previously.

Supplies in Saigon and Bangkok are small, but with regard to Rangoon two opinions prevail. Many holders say there is not sufficient to meet the requirements of all those countries who draw upon Rangoon until December, when the new crop, which is expected to be a late one, will come in. On the other hand, others affirm that the quantity available is double what the holders estimate. Which is correct will be known in another month. If the estimate of the holders proves accurate, there will possibly be small advances in prices; if the other view is correct, the probabilities are that the highest price for the present season has been attained.

Strange to say, the demand from Java, since the exportation of rice has been forbidden by the Government, has not been great. Possibly Java is delaying buying, in which event, should she be compelled to purchase in September or October, a rise in prices may be witnessed. Europe, also, does not seem inclined to buy at the present high prices.

## INDIA AND SILVER.

Messrs. Mocatta & Goldsmid's circular, dated August 9th, says:—  
The Silver Market for the next few days after our last circular was more or less affected by the Bank Holiday, and business was very quiet, the price falling to 27/9½d. in the absence of buyers.  
Since then, however, there has been a somewhat unexpected and sudden recovery, and to-day's price is 28 1/8d., with a fairly steady undertone.  
The reason for this rise is difficult to trace, but appears to be chiefly due to a rumour that the Indian Government has been and is a buyer in the market, a large portion of the present stock in London being supposed to be held by them. What foundation there is for this rumour, and should it prove to be true what ultimate effect it will have on the market, it is difficult to say, but for the moment it has made holders of silver reluctant to sell, and a few speculators have rushed in to buy.  
With these influences at work the true state of the market is difficult to gauge, but unless China comes in as a seller or some of the bulls begin to unload even a further advance seems possible.  
The steamer this week takes about 240,000 to Bombay, which leaves the stock here about 23,100,000.

## DELAY OF THE SIBERIAN MAIL.

The following paragraph is from the *N.C. Daily News* of the 30th ult.:—  
Owing to a case of cholera having, it is said, occurred on the S.M.R.S. *Yode Maru*, which left here on the 28th inst., five days' quarantine has been imposed upon her at Tairen (Dalny), consequently it has been unavoidably arranged that her sailings from Tairen on the 29th inst. and from Shanghai on the 2nd proximo have been cancelled. The next vessel to arrive here from Tairen will thus be the *Saiko Maru*, on September 2.

## COMPANY MEETING.

HONGKONG HOTEL CO., LTD.

The half-yearly meeting of shareholders in the above Company was held on Saturday at the Hotel, Mr. W. Hutton Potts presided, and there were also present:—Dr. J. W. Noble, Messrs. J. Scott Harston (directors), J. Walker, A. Weill, E. S. Kadoorie, Lo Cheung Shiu, Lai Chan, Fung Tai Hang, J. H. Taggart (manager), and C. Mooney (secretary). The SECRETARY having read the notice convening the meeting,

The CHAIRMAN said:—Gentlemen,—The report and statement of accounts with auditor's report attached having been in your hands for some days, we will, with your permission, take them as read. You will have noted from the accounts that we have some 9,923 more dollars to deal with than at the corresponding period of last year; \$3,133.76 of this is accounted for by a new departure in the manner of valuing the stock, your directors considering that although various articles were issued from the main stock during the six months, they were still practically as good as new and that only a proportion of the cost should fall on the current six months; the balance of \$4,790 odd is made up by a small improvement in working account, fewer bad debts and an increase in shop rents, etc. The board consider the result of the half-year very satisfactory, being nearly 10 per cent. on the working capital of the Company; this is the more encouraging as the return for the first three months was some \$10,000 behind the normal, mainly owing to the falling off in tourist travel due to the trouble on the mainland. The grill-room seems to have "caught on," and was quite a factor in maintaining the earnings for the period under review. The new lounge is a great improvement to the Hotel, and to judge from appearance is much appreciated and we hope will be still more popular now that the afternoon tea service in that room has been installed. No depreciation has been written off the value of the buildings; the board not thinking it necessary, as besides the cost of a valuation, they consider they stand in the books at a much lower figure than would be required to replace them; the cost of all repairs such as iron beams, concrete floors, etc., has been borne by working account, the only item debited to capital being the cost of the lounge, which we consider quite legitimate.

There being no questions, The CHAIRMAN proposed the adoption of the report and accounts, which was seconded by Mr. WALKER, and carried.

On the proposition of Mr. WEILL, seconded by Mr. LO CHEUNG SHIU, the appointment of Mr. J. Scott Harston to the directorate was confirmed.

Mr. KADOORIE proposed the re-election of the Hon. Mr. E. Osborne as director.

Mr. LAI CHAN seconded, and the motion was agreed to.

Mr. FUNG TAI HANG proposed the re-election of Messrs. H. U. Jefferies and A. R. Lowe as auditors.

Mr. TAGGART seconded, and the motion was agreed to.

The CHAIRMAN—That is all the business. Thank you for your attendance. Dividend warrants will be ready on application to the secretary on Monday.

## BRITAIN AND TIBET.

CHINA'S POINT OF VIEW.

The special correspondent of the *Daily Telegraph* at Peking states that, in view of the questions raised in Parliament regarding Tibet, the pronouncements in London, and the Legation's action at Peking, he applied to the Chinese Foreign Office for a statement of the Chinese case. He continues:—

The Memorandum now supplied to me states that there is no reasonable ground for British interference in Tibetan affairs, that there is no violation whatever by China of any international agreement in putting down by force of arms the present rebellion, and that China is acting fully within her rights. As recently as January, 1911, Great Britain, in a written document, formally recognised China's interests and rights in Tibet, reserving for herself the right to regard Nepal and Bhutan to be under her protection, which latter reservation is justified only owing to military superiority, since these States are Chinese tributaries.

The Chinese Press most unfortunately regards the interference in Tibet as evidence of an understanding among those Powers which are covetous of Mongolia and Manchuria. England has always stood for justice and fair play. In view of her preponderating commercial interests in China, disruptive action on the frontiers cannot but be harmful. This official statement makes plain a position which is somewhat misunderstood in London. China is merely anxious, the same as other Powers, to secure frontier buffers, not for aggression, but for protection. The Dalai Lama is recognised here as a political adventurer, anxious to embroil all Central Asia. The latest news confirms that China is fast securing the upper hand in Tibet. A continued concentration of troops is proceeding from Yunnan, Szechuan, and Kansuh, whilst it is believed that other Mongolian action is imminent.

## BRITAIN AND THE OLYMPIC GAMES.

SIR A. CONAN DOYLE'S PROPOSALS.

Sir A. Conan Doyle in a letter to *The Times* says:—

"The debate as to our preparations for the next Olympic Games tends to take the shape of recommitment rather than of construction. Might I appeal to all concerned to let bygones be bygones, and to centre our efforts upon the future? The scoring of debating points over each other only darkens counsel. The chief offender in the past has been the easy-going public, which has not taken an interest until our comparative failure at Stockholm came to waken it out of its indifference. The first step now is that every one should be magnanimous enough to forget any quarrels of the past, to express regret for them, and to unite with the one unselfish ideal of forming the best instrument for the purpose in hand.

"I am aware that I speak with no authority upon such a subject, but I have the advantage of complete independence since I do not belong now, and never could in the future, to any governing body, nor have I taken sides in any altercation. Perhaps, then, I may be allowed to make a suggestion as to organization. It is clear that this matter must be set right and endorsed by Press and public before any appeal for funds upon a large scale will have any chance of success.

The Olympic Association of the past has worked against the great difficulty of public apathy. It has done some particularly good work—especially in the matter of the London Games, which will probably fix the Olympic type for ever. The Council consists of about 50 members, who include the presidents or representatives of nearly every branch of sport. Such a body is, as it seems to me, far too valuable to dissolve, and should always be retained as a final court of appeal in which any matter affecting the general policy of Great Britain towards the Games might be discussed and settled.

"It is clear, however, that such a gathering is much too large for executive purposes. The smaller a body the more does each member feel his personal responsibility and the greater the results achieved. The ideal executive committee would, as it seems to me, consist of a nucleus of four or five from the present Olympic Association, with as many more co-opted from outside—not only from the Universities, but from popular athletic bodies throughout the country, and from men or officers who are outside the ordinary circles of sport. Various committees for finance, training, and other purposes could be formed in such a way, each with wide powers in its own department. Such an arrangement would have the advantage that it could be taken in hand by the Association and put through without delay.

My contention is that if some practical organization of this sort could be at once formed and gain the general endorsement and confidence of the public, we could then appeal for the large sum which will be needed without any danger of being refused. The public will want to know in advance what it is going to get for its money. If they see a definite practical scheme, and if the names which guarantee it show that the ranks are closed and all are of one mind, we shall have overcome the greatest difficulty which lies between us and Berlin.

*The Times* in a footnote says:—"We are glad to be able to endorse Sir Arthur Conan Doyle's proposals. We are prepared to assure the Olympic Association that we quite recognize the unsolicited devotion of their work and the individual devotion of their members. We have thought it our duty in the past to point out matters of organization which were certainly capable of improvement, but such an addition of co-opted members as is here suggested would, we feel sure, be acceptable to the sporting public, who would without doubt examine with sympathy any programme recommended by such a body."

## VILLAGE SCHOOLMASTER'S WIRELESS EXPERIMENTS.

A FORMER JOURNALIST IN CHINA.

Mr. F. H. Wright, who was formerly a journalist in China, and is now headmaster of Bugbrooke Council School—a village in a remote part of Northamptonshire—has fitted up in the school a wireless apparatus, largely home-made, to teach the girls and boys to become operators. So successful are his experiments that the County Education Committee are granting him further advantages for pursuing them. With the exception of the telephone receivers he made the apparatus himself. His insulators are upturned inkpots and medicine bottles, his condensers test-tubes, and he patiently wound his own induction coils. He also affixed the aerials to a pole outside the school, and thence to a lofty elm tree. So proficient have the scholars become that many of them can both transmit and receive messages. It is a common sight in the playground to see young village lads with receivers clamped to their ears listening to messages from the Eiffel Tower, 300 miles away, which they can hear as distinctly as operators on the ocean liners. They can also hear the messages from Poldhu and Cleethorpes, and when the weather is favourable can distinguish the powerful time signal from Norddeich, on the German coast, giving half the Continent the exact Greenwich noon, followed by the German weather report.

## THE BANK LINE STEAMERS.

The Bank Line steamers *Kumeric*, *Orteric*, *Superic*, and *Luteric*, which have been employed on the run between Puget Sound and China ports, have been taken off the run, their places being taken by the chartered boats *Rygia*, *Strathglen* and *Hercules*. The reason of the withdrawal is stated to be that Messrs. Andrew Weir find that they can obtain more advantageous employment for their own vessels nearer home.—Shipping & Engineering.

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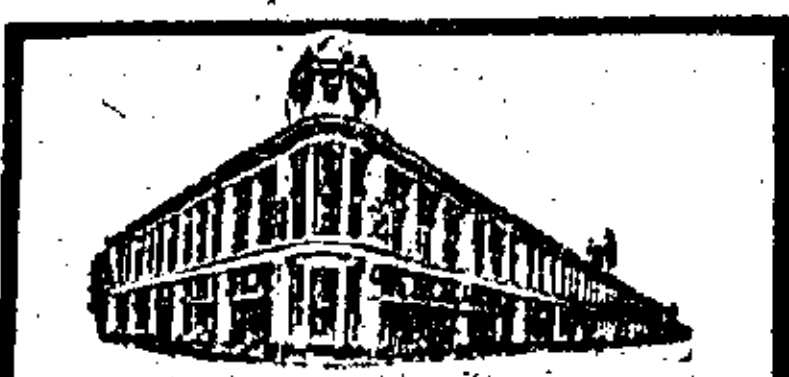
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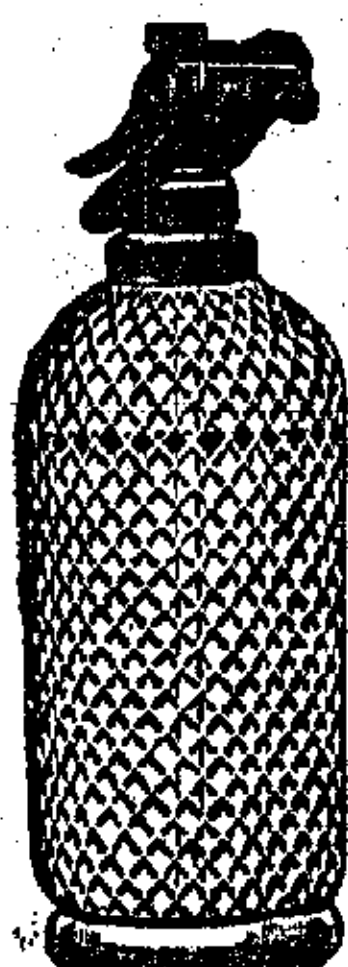
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## THE TRADE OF CANTON IN 1911.

REPORT OF THE COMMISSIONER  
OF CUSTOMS.The Report of Mr. F. W. Maze, Com-  
missioner of Customs, on the trade of  
Canton in 1911 is just published, and we  
take from it the following interesting ex-  
cerpts:—

## REVIEW OF TRADE.

The total value of the trade dealt with  
by the Maritime Customs during the  
year 1911 amounted to Hk. Tls.  
109,924,621, or only 10 per cent. less than  
that of the previous year—the average  
yearly value of trade for the five years  
ended 1910 being Hk. Tls. 104,484,425.  
Both rice crops were poor, and the price  
of this all-important staple was excep-  
tionally high throughout the year, but  
more particularly towards the close.  
Exports declined 7 per cent., and im-  
ports 13 per cent. A noticeable decrease  
in the former is silk, and a reduction of  
about 15 per cent. is recorded. Turn-  
ing to imports, a general decrease is  
noticeable; the value of cotton piece  
goods imported during the year declined  
23 per cent., woollen goods declined 30  
per cent., woollen and cotton mixtures  
declined 38 per cent., and miscellaneous  
piece goods declined 32 per cent. The  
trade in foreign opium shows but little  
fluctuation. Abnormal importations  
took place during April, in anticipation  
of an increase in duty, which actually  
took place on the 8th May, when the new  
Opium Agreement between the Govern-  
ments of China and India came into  
operation. The large increase in the con-  
solidated import duty on the drug—from  
Hk. Tls. 110 to Hk. Tls. 350 per 100  
catties—has naturally given a great im-  
petus to smuggling, and up to the time  
of writing heavy seizures have been  
effected by this office.

## THE TRADE WITH KWANGCHOWWAN.

The question of making provision for  
a closer control of the trade between  
China and Kwangchowwan, the territory  
leased to France (situated in latitude  
20deg. 45' N. and longitude 107deg.  
55' E.), has occupied the attention of  
the Chinese authorities for some time  
past; and it was decided last autumn to  
place the existing Native Customs in the  
vicinity of Kwangchowwan under the  
control of the Canton Native Customs.  
The two prefectures concerned, Ko-  
chow and Luichow, and it is confidently  
expected that the Maritime Customs ad-  
ministration thus introduced will result  
in effective control of the opium trade  
in the neighbourhood. The collective  
name of the stations is "Ko-Lui Chang  
Kwan," and they are located some 293  
miles from Canton, or about 278 miles  
west of Macao. In connection with the  
inauguration work just mentioned, it  
was decided to extend the Canton cus-  
toms district on the west from Hailin-  
shan to Hsiao-shan, situated in the Hainan  
Straits (approximately in longitude  
110deg. 13' E.), while the eastern limit  
of the Canton harbour was likewise ex-  
tended during the year, with a view to  
including the Canton-Kowloon Railway  
terminus within the limits of the port.

## THE OPENING OF HEUNGCHOW.

The question of opening Heungchow  
situated a few miles to the north-west of  
Macao, to foreign trade as a trade mart  
came up for further consideration in  
Canton during the year. The local  
gentry concerned are very much interest-  
ed in the scheme, which they desire to  
see materialise at an early date. It must  
be admitted that the physical conditions  
are such as to preclude the possibility of  
the place ever developing into a business  
town of great importance, and it is diffi-  
cult at present to see how it can possibly  
become either a consuming or a distribut-  
ing centre. The approaches to the har-  
bour, for example, are very shallow, and  
it is expected that extensive, and per-  
haps continuous, dredging will become  
necessary to fit it for the accommodation  
of even moderate draught vessels, etc.  
The Canton Commissioner, having been  
instructed to submit proposals, in con-  
sultation with local Chinese authorities,  
regarding the most feasible manner of  
effecting effect to the suggested opening  
of the port, visited and inspected the  
place, in conjunction with a large  
gathering of the local gentry, and certain  
proposals were submitted, which will be  
further considered before definite ar-  
rangements are made.

## THE REVOLUTION.

The revolutionary movement, which  
subsequently became general throughout  
China, may be said to have commenced in  
Canton last spring, when the Tartar  
General Fu Chi was assassinated, and  
when, a few weeks later, the Viceroy's  
yamen was attacked and the city thrown  
into a state of great disorder, resulting  
in a large exodus of the people to Hong-  
kong for safety. After a few months of  
unrest and uncertainty, more or less nor-  
mal conditions temporarily returned,  
when the assassination of the newly ap-  
pointed Tartar General Feng Shan,  
within half an hour of his landing in  
Canton, again occasioned very consid-  
erable alarm and excitement. Shortly  
afterwards, on the 29th October, a repre-  
sentative mass meeting was convened,  
including members of the famous "72  
Guilds," the Self-government Society,  
the Provincial Assembly, and the local  
gentry, etc.; and it was decided to de-  
clare the independence of the Kwang-  
chow province, and to request the Can-  
ton Governor, His Excellency Chang  
Kung-chi, to carry on the local Govern-  
ment provisionally and temporarily.  
Later on, in the course of the evening, in-  
dications of general rejoicing were dis-  
cernible, fire-crackers were let off, and  
it is said that many queues were cut off  
in the public streets, while the new Re-  
public flag—at that time a white sun on  
a blue field—was freely exhibited by a  
section of the community. The Viceroy,  
however, failed to support the movement,  
and orders were subsequently issued for  
celebrations to cease. The local  
situation again became strained, trade  
remained at a standstill, and it was gen-  
erally felt by the people of Canton that  
the time had at last arrived for them to  
take decisive action one way or another  
and end a situation which had long sinceWM. POWELL,  
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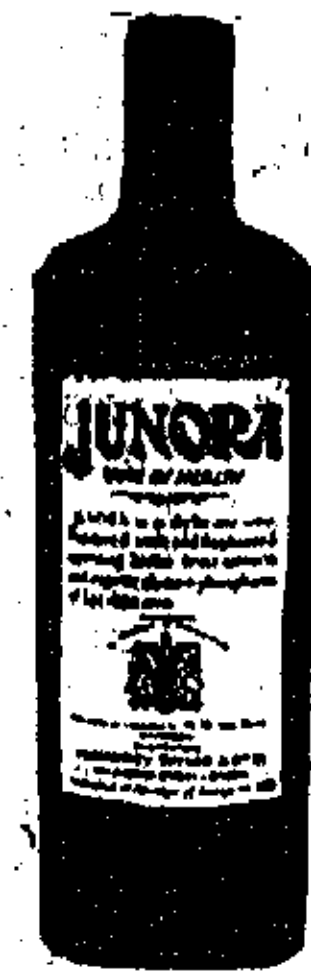
(636)

become intolerable. Another mass meet-  
ing, very similar in constitution to the  
one referred to above, was held on the  
7th November, and it was decided once  
more to approach the Viceroy and re-  
quest him to accept the inevitable and  
consent to a local change of Government,  
of which he was asked to become Military  
Governor provisionally. He is reported to  
have given what might be termed a  
negative assent, and a somewhat ambigu-  
ous proclamation was issued, which con-  
veyed the impression that, while he  
declined altogether to associate himself  
with the new aspirations, generally, or  
actually to ally himself with the extreme  
revolutionary movement, he would not  
oppose any compromise or change which  
made for the tranquillity of the city.  
It was therefore imagined that a tempo-  
rary and peaceable solution of an in-  
tensely difficult position had at last been  
found, and that fighting, destruction of  
property, and bloodshed would be avoid-  
ed. Confidence was to some slight extent  
restored, and the long-existing tension  
was somewhat relieved. Such was the  
situation on Wednesday evening, 8th  
November. On the following morning  
it became generally known that His Ex-  
cellency had changed his mind and had  
sought a temporary asylum in Hong-  
kong, whence he had proceeded in a  
foreign war vessel, shortly afterwards  
continuing his journey to Japan. It  
would be idle to deny that the Viceroy's  
sudden departure occasioned both sur-  
prise and alarm, more especially when  
it was realised that the city was left  
out a Government of any sort whatever,  
for it speedily became known that the  
other high officials had also left; but it  
is clear that His Excellency had dis-  
played administrative talents of a high  
standard in maintaining the semblance  
of law and order for so long a period in  
the face of great opposition and excep-  
tional difficulties. The 9th November was  
therefore a very critical day for the city  
of Canton, and as might have been ex-  
pected, very considerable excitement and  
confusion ensued. There was an im-  
mediate influx of doubtful characters from  
the various districts of the delta and  
Hongkong. At noon the flag of inde-  
pendence was flown for the first time on  
Chinese gun-boats and by the public gen-  
erally, amidst scenes of unlimited en-  
thusiasm and great rejoicing. The Imperial  
dragon flag—hitherto the national  
emblem of China—was lowered on cus-  
toms craft, etc., at sunset on that day,  
as usual, and it was not deemed advise-  
able to re-hoist it again. Meanwhile, Mr. Hu  
Han-min had been elected Military Gov-  
ernor of the Kwangtung province and he  
arrived here from Hongkong on the morn-  
ing of the 10th November and assumed  
office at once. It is impossible to ex-  
aggerate the manifold difficulties connect-  
ed with administrative, financial, and  
military affairs which he was called upon  
to face. Amidst such conflicting factions  
and rival interests as then existed, it was  
no easy task to see clearly through the  
smoke of so many watch-fires and in-  
augurate the new regime on peaceful  
lines and without further disturbance  
and bloodshed; but, judged by results, his  
efforts to do so were, on the whole,  
eminently successful. Reassuring pro-  
clamations were issued, comparative law  
and order in the city gradually replaced  
confusion and tumult, steps were taken  
to repress public gambling, confidence  
was to some extent restored, and trade,  
which had suffered periodical interrup-  
tions during the past summer and  
autumn, revived a little. A considerable  
number of robberies under arms in var-  
ious parts of the city, however, were re-  
ported from time to time, while the pro-  
miscuous use of firearms constituted a  
daily menace to individual rights and  
public safety. Later, on the 20th Decem-  
ber, Mr. Hu Han-min vacated his post  
and proceeded to Shanghai as Dr. Sun  
Yat Sen's secretary. He was replaced  
here by Mr. Chen Chung-ming, who has  
since given evidence of considerably ad-  
ministrative talents and force of charac-  
ter, and who has exerted his influence to  
safeguard and uphold private interests  
and to maintain as far as possible law  
and order in the city itself.

## PIRACY ON THE DELTA.

Immediately following the overthrow  
of the late Government, in November, the  
Canton delta became very unsettledagain. In some districts junk-borne  
trade practically ceased altogether, and  
doubts were expressed whether the steam-  
er traffic on the river could be regularly  
maintained under such adverse condi-  
tions. The majority of the Hongkong  
steamers on the West River fly the British  
flag—if not British owned, and, as  
in 1907, a few British destroyers from  
Hongkong appeared on the river, with a  
view to affording protection. Later, the  
Chinese authorities introduced a system  
of "convoying," in connection with  
which the delta was, in effect, divided  
into four sections, viz., Wangmoon to  
Kongmoon, Kongmoon to Samshui, Can-  
ton to Samshui and Samshui to Dosing,  
the idea being for the gun-boats allocated  
to a particular section to accompany all  
merchant steamers within that more  
patrol work in itself is inadequate. The  
scheme proved efficient in the second two  
sections in the list, but not in the others.  
The difficulties were increased by the fact  
that it was found impossible to arrange  
for steamers to sail in concert, and it was,  
of course, unreasonable to expect the au-  
thorities to detail separate gun-boats to  
accompany different steamers running  
within a few hours of each other. The  
situation still gives cause for anxiety;  
and while there are indications that it is  
slowly improving, it would be premature  
to expect normal conditions for many  
months to come.One result of so many "piracies" on  
the river has been greatly to increase the  
price of necessities. At the beginning  
of 1911 81 could purchase 22 catties of  
rice or 140 catties of firewood; at its close,  
these figures were reduced to 16 catties of  
rice and 100 catties of firewood.The native press here played a con-  
spicuous part in bringing about the local  
change of regime just described; but its  
influence of late has not always been exer-  
cised in favour of the new Government,  
and a few papers have been in conse-  
quence suppressed from time to time.

## THE FOREIGN CONCESSIONS.

The British Concession on Sham-  
een was put into a state of defence with  
entanglements and sandbag barricades,  
and garrisoned with small detachments  
of British and Indian troops. The  
French Concession, at the eastern end of  
the island, on the other hand, remained  
as before, with the exception of a small  
guard of blue-jackets stationed at the  
bridge. There has been no evidence what-  
ever of hostility towards foreigners; on  
the contrary, every effort has been made  
by the local authorities to provide ade-  
quate protection.The change of Government did not  
affect the continuity of Customs work:  
beyond depositing the revenue collection  
(Maritime and Native Customs) tempo-  
rarily in the Hongkong and Shanghai  
Bank in the Inspector-General's name,  
no changes in either regulations or pro-  
cedure have been introduced, and the  
existing Customs regulations were re-  
cognised and confirmed by a proclama-  
tion issued by the Military Governor him-  
self, who actively supported the Commis-  
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THERAPION No. 78 is the most gentle and  
THERAPION No. 79 is the most effective and  
THERAPION No. 80 is the most reliable and  
THERAPION No. 81 is the most powerful and  
THERAPION No. 82 is the most gentle and  
THERAPION No. 83 is the most effective and  
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THERAPION No. 93 is the most powerful and  
THERAPION No. 94 is the most gentle and  
THERAPION No. 95 is the most effective and  
THERAPION No. 96 is the most reliable and  
THERAPION No. 97 is the most powerful and  
THERAPION No. 98 is the most gentle and  
THERAPION No. 99 is the most effective and  
THERAPION No. 100 is the most reliable and

ON SALE

AT THE

HONGKONG DAILY PRESS  
OFFICE.

NEW AND UP-TO-DATE

PLANS OF THE SI-KIANG

OR

WEST RIVER.

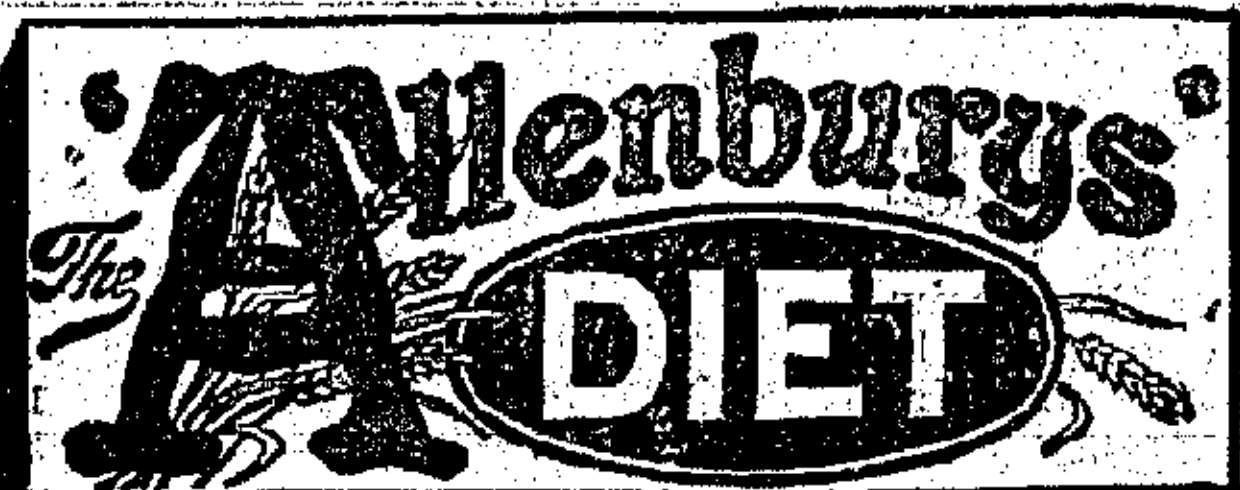
PRICE ONE DOLLAR.

Giving all the Important Towns on route  
from CANTON to WUCHOW

## "A Good Digestion"

This excellent wish may be realised by taking the 'Allenburys' Diet,  
which affords an ideal food for those of weakened or temporarily  
impaired digestion. Prepared from rich milk and whole wheat—the  
two vital food elements combined in a partially predigested form.

Made in a Minute—add boiling water only.

Allen & Hanburys Ltd.  
LONDON, ENGLAND.The 'Allenburys' Diet is for Adults and is quite  
distinct from the 'Allenburys' Foods for Infants.

73-1







## GOING HOME.

A HOLIDAY AT HOME, AND A WAY  
TO GET THERE THAT'S A HOLIDAY

## WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

## AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

## PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of chef of International Repute.

**The Cost:** is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

| STEAMERS  | Tons   | Starting             | 1912      |
|-----------|--------|----------------------|-----------|
| SIBERIA   | 18,000 | TUESDAY, 17th Sept.  | at 1 p.m. |
| CHINA     | 10,200 | TUESDAY, 24th Sept.  | at 1 p.m. |
| MANCHURIA | 27,000 | TUESDAY, 1st Oct.    | at 1 p.m. |
| NILE      | 11,000 | TUESDAY, 15th Oct.   | at 1 p.m. |
| MONGOLIA  | 27,000 | WEDNESDAY, 23rd Oct. | at 1 p.m. |
| PERSEA    | 9,000  | TUESDAY, 12th Nov.   | at 1 p.m. |
| KOREA     | 18,000 | TUESDAY, 19th Nov.   | at 1 p.m. |
| SIBERIA   | 18,000 | TUESDAY, 3rd Dec.    | at 1 p.m. |

\* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

4th Floor Building (opposite Blake Pier).

FRED J. HALTON, AGENT.

TELEPHONE No. 141.

32

REGULAR SERVICE FROM HONGKONG TO

VICTORIA, VANCOUVER.

B.C., SEATTLE &

TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF  
LADING TO ALL OVERLAND COMMON PORTS.

| STEAMERS      | SAILING      |
|---------------|--------------|
| "ORTERIO"     | On 3rd Oct.  |
| "LORD CURZON" | On 20th Nov. |
| "LORD DERBY"  | On 17th Dec. |

To be followed by other Steamers of the Company at regular intervals.  
Calling at AMOY and KEELUNG if sufficient inducement offers.  
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.  
Special Parcel Express to America and Canadian Points.  
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, PRINCE CENTRAL

ORIENTAL AFRICAN LINE.  
NEW LINE OF STEAMERS

TO SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

FROM HONGKONG: ... FROM COLOMBO: ... 10th Oct.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

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HONGKONG, CANTON, MACAO &  
WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

MONDAY, 9TH SEPTEMBER, 1912.

8 a.m. "HONAM." 10 p.m. "KINSHAN." 8 a.m. "HEUNGSHAN." 5 p.m. "FATSHAN."

TUESDAY, 10TH SEPTEMBER, 1912.

8 a.m. "HEUNGSHAN." 10 p.m. "FATSHAN." 8 a.m. "HONAM." 5 p.m. "KINSHAN."

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 15TH SEPTEMBER.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m.

N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOI-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUHOH LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuohow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuohow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINIAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the Company.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
Hotel Mansions (First Floor), opposite the Blake Pier.

143

SWEDISH EAST ASIATIC  
CO., LTD.

GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| DESTINATION | STEAMERS | Tons | DATE OF SAILING. |
|-------------|----------|------|------------------|
|-------------|----------|------|------------------|

|                                   |         |       |                  |
|-----------------------------------|---------|-------|------------------|
| SHANGHAI, YOKOHAMA, KOBÉ and MOJI | "JAPAN" | 9,000 | About 15th Sept. |
|-----------------------------------|---------|-------|------------------|

For Freight and Further Particulars, apply to  
ARTHUR NILSSON & CO.,  
YORK BUILDINGS, TOP FLOOR.

401



## TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

|                  |              |
|------------------|--------------|
| S.S. TENYO MARU  | 21,000 tons. |
| S.S. CHIYO MARU  | 21,000 tons. |
| S.S. SHINYO MARU | 21,000 tons. |

S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE).

HONGKONG to SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND  
RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers, Through Tourist's Sleepers, Dining Cars—Observation Cars, Electric Lights—Electric Fans, Union Depots. New lands, cities and scenes—hundred of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points. When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

775

## BRITISH INDIA S. N. CO., LTD.

## A P C A R LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

## EASTWARD.

S.S. "GREGORY APCAR," 2,951 tons, Capt. J. E. Drake, will be despatched for SHANGHAI, KOBÉ and MOJI on 14th Sept.  
S.S. "THONGWA," 3,423 tons, Capt. Fyeh, will be despatched to KOBÉ and MOJI (YOKOHAMA if sufficient inducement offers) on 20th Sept.

## WESTWARD.

S.S. "JELUNGA," 3,351 tons, Capt. Macfadyen, will be despatched for SINGAPORE, PENANG and CALCUTTA on 14th Sept.  
S.S. "JAPAN," 3,805 tons, Captain L. Y. Archdeacon, will be despatched as above on 23rd September.  
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.  
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 9th September, 1912.

Agents.

1892

## JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN  
JAVA, CHINA AND JAPAN.

| STEAMER   | FROM     | EXPECTED OR ON ABOUT      | WILL LEAVE FOR | ON OR ABOUT               |
|-----------|----------|---------------------------|----------------|---------------------------|
| TJILIWONG | JAVA     | —                         | JAPAN          | First half of September.  |
| TJILATJAP | SHANGHAI | First half of September.  | JAVA           | First half of September.  |
| TJIMAH    | JAVA     | First half of September.  | SHANGHAI       | First half of September.  |
| TJIBODAS  | JAPAN    | First half of September.  | JAVA           | Second half of September. |
| TJIMANOEK | JAVA     | Second half of September. | JAPAN          | Second half of September. |
| TJIKINI   | JAVA     | Second half of September. | JAPAN          | Second half of September. |
| TJIPANAS  | JAVA     | Second half of September. | JAPAN          | First half of October.    |
| TJITAROEM | JAVA     | First half of October.    | JAPAN          | First half of October.    |

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland-Indian Ports on through Bills of Lading.

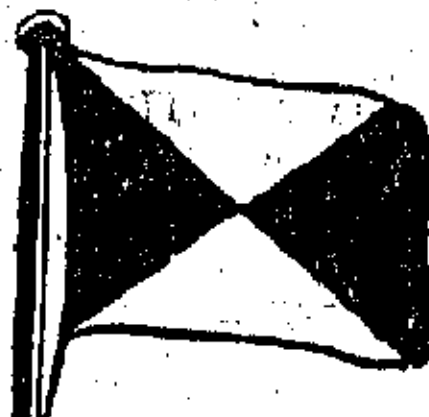
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.

Hongkong, 3rd September, 1912.

Telephone No. 375.



## PHILIPPINES S.S. CO.

| STEAMSHIP | Tons | CAPTAIN      | FOR                               | SAILING DATE          |
|-----------|------|--------------|-----------------------------------|-----------------------|
| ZAFIRO    | 4000 | M. C. Smith  | Manila, Mangarin, Iloilo and Cebu | On 9th Sept., 4 p.m.  |
| RUBI      | 4000 | S. A. Crosby | Manila, Mangarin, Iloilo and Cebu | On 18th Sept., 4 p.m. |

For Freight or Passage, apply to  
SHEWAN, TOMES & Co., General Managers,  
HONGKONG, 5th September, 1912. PHILIPPINES S.S. CO. 13

## AUSTRIAN LLOYD.



(Under Mail Contract with the Austrian Government.)  
MONTHLY FAST DIRECT SERVICE TO TRIESTE  
via SINGAPORE, PENANG, COLOMBO, ADEN, SUVA and PORT SAID.  
S.S. "AFRICA," 8,800 tons, will leave as above on 19th September, at 5 p.m.  
S.S. "KOEKBER," 9,900 tons, will leave as above on 19th October, at 5 p.m.  
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £36 2nd, £19 3rd Class.  
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.

TO SHANGHAI.  
S.S. "KOEKBER," 9,900 tons, will leave as above on 5th October, a.m.  
S.S. "BOEMIA," 7,900 tons, will leave as above on 4th Nov., a.m.  
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.  
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.  
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.  
MONTHLY ORDINARY SERVICE TO TRIESTE, FIUME AND VENICE.  
via SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUVA and PORT SAID.  
S.S. "AUSTRIA," 14,300 tons, will leave as above on 1st October.  
S.S. "CHINA," 11,800 tons, will leave as above on 31st October.  
TO YOKOHAMA, KOBÉ via SHANGHAI.  
S.S. "CHINA," 11,800 tons, will leave as above on 28th September.  
S.S. "E. FRANZ FERDINAND," 12,000 tons, will leave as above on 31st October.  
Superior accommodation for Saloon Class Passengers.  
ROUND THE WORLD TICKETS ARE ISSUED.  
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to  
SANDER, WIELER & Co., Agents,  
Hongkong, 6th September, 1912. Princes' Building. 155

NORDDEUTSCHER LLOYD, BREMEN  
IMPERIAL GERMAN MAIL  
LINES.

| FOR                                                                 | STEAMERS                            | Tons   | TO SAIL                             |
|---------------------------------------------------------------------|-------------------------------------|--------|-------------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and HAMBURG | "PRINZ LUDWIG," Capt. F. von BINZER | 18,300 | { Wednesday, 18th Sept., at 10 a.m. |
| SHANGHAI, TSINGTAU, KOBÉ and YOKOHAMA                               | "BUELOW," Capt. H. SCHAEFFER        | 16,900 | { About Wed'day, 18th Sept.         |
| MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE      | "PRINZ WALDEMAR," Capt. H. BREMER   | 6,000  | { Saturday, 5th Oct., at 10 a.m.    |

|                    |                                   |       |                             |
|--------------------|-----------------------------------|-------|-----------------------------|
| KOBÉ and YOKOHAMA  | "PRINZ WALDEMAR," Capt. H. BREMER | 6,100 | { About Tuesday, 17th Sept. |
| KUDAT and SANDAKAN | "BOERNEO," Capt. F. SEMBIL        | 5,000 | { Middle of Oct.            |

Direct to SANDAKAN ... "RAJAH" ... About 13th Sept.  
All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.  
For Further Particulars, apply to

NORDDEUTSCHER LLOYD,

MEUCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.  
Hongkong, 9th September, 1912.

THOS. COOK & SON,  
TOURIST, STEAMSHIP & FORWARDING AGENTS,  
BANKERS, &c.

Head Office for the Far East:— 16 DES VOEUX ROAD, HONGKONG.

SHANGHAI: 23, POOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.  
TOURISTS arranged to ALL PARTS of the WORLD.  
BAGGAGE collected, forwarded and insured at lowest rates.  
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.  
FOREIGN MONIES exchanged.  
CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Monteagle* left Vancouver, B.C., for Hongkong (via usual ports of call) on the 8th September.  
The H.A.L. str. *Suevia* left Shanghai on the 7th September, a.m., and may be expected here on or about the 10th September, p.m.  
The str. *Jelunga*, from Shanghai and Kobe, left Moji on the 6th September, p.m., and may be expected here on or about the 11th September, a.m.  
The I.G.M. str. *Bulore*, carrying the German mails with dates from Berlin of the 21st August, left Colombo on the 10th September, p.m., and may be expected here on or about the 15th September.  
The I.G.M. str. *Princess Alice*, which left here on the 7th August, at 4 p.m., arrived at Genoa on the 5th September, at 7 a.m.  
The I.G.M. str. *Coblentz*, which left here on the 10th August, at 4 p.m., arrived at Sydney on the 7th September, at 1 p.m.  
The P. & O. str. *Devanah* left Singapore for this port on the 7th September, at 5.30 p.m., with the outward English mails, and is due here on the 11th September, at about 6 p.m.



## SHIPPING

## ARRIVALS.

CHUYEN, Chinese str., 7th Sept.—Canton.  
 HAIYANG, British str., 1,303, Hodgins.  
 5th Sept.—Poochow via Ports 6th  
 Sept.—General.—Douglas, Lapraik &  
 Co.  
 HAIYANG, Dutch str., 1,070, Bakker, 7th  
 Sept.—Balik Pappan 31st August.  
 General.—Asiatic Petroleum & Co.  
 HANGHONG, British str., 999, Morse, 6th  
 September.—Shanghai 5th September.  
 General.—Butterfield & Swire.  
 HELEN, German str., 771, J. Jessen, 7th  
 Sept.—Swatow 6th Sept., General.—  
 Jensen & Co.  
 H.M.S. Prometheus, British cruiser,  
 2,130, Comdr. R.N., Nanking 3rd  
 Sept.—Order.  
 HONG BEI, British str., 2,056, G. King-  
 horn, 5th Sept.—Singapore 3rd Sept.,  
 General.—Joo Tek Sang.  
 INVERCLYDE, British str., 3,214, D. Mans-  
 field, 7th Sept.—Keelung 6th Sept.,  
 General.—Shewan, Tomes & Co.  
 IRENE, Chinese str., 827, A. B. Baines,  
 5th Sept.—Tientsin 1st Sept., General.—  
 C. M. S. N. Co.  
 JINSHI MARU, Japanese str., 9,577, M.  
 Machida, 7th September—Moji 6th  
 September, General.—Nippon Yusen  
 Kaisha.  
 KWANGLOO, Chinese str., 1,408, J. W.  
 Arthur, 7th September.—Shanghai  
 3rd Sept., General.—C. M. S. N. Co.  
 LINAN, British str., 7th Sept.—Canton.  
 MUYAMA MARU, Japanese str., 998,  
 Fuchiyama, 7th Sept.—Swatow 5th  
 Sept., General.—Osaka—Shosen  
 Kaisha.  
 NINGBO, British str., 1,220, T. W.  
 Rickard, 7th Sept.—Swatow 6th  
 Sept., Ballast.—Butterfield & Swire.  
 OKARA, British str., 3,438, A. J. Evans,  
 6th September.—Rangoon 23rd Aug.  
 General.—Jardine, Matheson & Co.  
 PAKHUT, British str., 1,227, J. Ellis, 7th  
 Sept.—Swatow 6th Sept., Ballast.—  
 Butterfield & Swire.  
 PRINZ SIGISMUND, German str., 3,302, T.  
 Lenz, 6th September.—Yokohama 30th  
 August, General.—Melchers & Co.  
 PROTEUS, British str., 678, J.  
 M'Heich, 7th Sept.—Liverpool and  
 Manilla 5th Sept., General.—Butter-  
 field & Swire.

## DEPARTURES.

September 7th.  
 CHUYEN, Chinese str., for Shanghai.  
 GLENLOGAN, British str., for Rangoon.  
 KWANGLOO, Chinese str., for Canton.  
 LICHTENFELS, German str., for Calcutta.  
 LOONGSUNG, British str., for Manila.  
 PING SUY, British str., for Yokohama.  
 SHANGHAI, British str., for Hoihow.  
 TONGHAI, Dutch str., for Batavia.  
 September 8th.  
 ANTILOCHUS, British str., for Manila.  
 BOHNO, German str., for Sandakan.  
 C. DIERCKHUSEN, German str., for H'ow.  
 CHONGSHING, British str., for Tientsin.  
 CHOWANG, British str., for Swatow.  
 DAIGI MARU, Japanese str., for Tamsui.  
 DEN OF GLAMIS, British str., for S'hai.  
 HAIYANG, British str., for Swatow.  
 HANGHONG, British str., for Canton.  
 HELEN, German str., for Swatow.  
 JINSHI MARU, Japanese str., for S'pore.  
 KOAN MARU, Japanese str., for Yama.  
 LINAN, British str., for Shanghai.  
 P. SIGISMUND, German str., for Sydney.

## SHIPPING REPORTS.

The Chinese str., Irene reports: Fine  
 weather throughout.  
 The Chinese str., Kiangsu reports:  
 Light variable winds to fresh southerly  
 breeze and heavy swell.  
 The British str., Haiyang reports:  
 Moderate to light variable winds to  
 Amoy and Swatow. Thence to Hongkong  
 fresh to light W.S.W. wind and fine  
 weather, sea moderate.

## PASSED THE CANAL.

August 13th—Ajar, Koehor, Ping  
 Suey, Simla, Glenside, Burmese Prince,  
 16th—Benavon, China, Goeben, Segovia,  
 Tanga Maru, 23rd—C. Ferd. Lacie,  
 Polignac, Poona, Prima, Yangtze,  
 Rheus, 24th—Baron Napier, Bellerophon,  
 Benavon, Brasilia, Japan,  
 Mardous, Middleham Castle, Miyaki  
 Maru, Myrmidon, St. Patrick, Sydney,  
 York, 27th—Bendecite, Bulwer, Glenside,  
 Glentworth, Monmouthshire, Senbia, Ar-  
 cadia, September 3rd—Gleichen, Mon-  
 mouth Prince, Alice, Yunnan, 7th—  
 Leonard, Belic, Dindar, Indramayo,  
 Nyanga, Peru, Atricus.

## ARRIVALS AT HOME.

September 6th—Brasilia, Indomeneu,  
 Kuma Maru, Bramley.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON,  
 AUSTRALIA, INDIA, ADEM, EGYPT,  
 MEDITERRANEAN PORTS,  
 PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR  
 BATAVIA, STRAITS GULF, CONTINENTAL,  
 AMERICAN AND SOUTH AFRICA PORTS.  
 THE Steamship

"INDIA,"  
 Captain G. W. Gordon, R.N.R., carrying  
 His Majesty's Mails, will be despatched from  
 this for BOMBAY, on SATURDAY, the  
 14th September, 1912, at Noon, taking  
 Passengers and Cargo for the above Ports in  
 connection with the Co.'s s.s. "MALWA,"  
 11,000 tons, from Colombo, passengers  
 accommodation in which vessel is secured  
 before departure from Hongkong.  
 Silk and Valuables, all Cargo for France,  
 Tea and Cargo for London (under arrange-  
 ment) will be transhipped at Colombo into  
 the mail steamer proceeding direct to  
 Marseilles and London, other Cargo for  
 London, &c., will be conveyed via Bombay  
 by the s.s. "EGYPT," due in London  
 on the 25th October, 1912.  
 Parcels will be received at the Office  
 until 4 p.m. the day before sailing. The  
 contents and value of all packages are  
 required.  
 For further particulars, apply to  
 H. W. D. SHALLARD,  
 Acting Superintendent.  
 Hongkong, 2nd September, 1912.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Howloen are marked "h," nearest Hongkong "k," midway between Hongkong and Howloen "m," and those vessels berthed at the Howloen Wharf "k.w." together with the number denoting the section.

| 1. From Green Island to the Harbour Master's     | 2. From Harbour Master's to Blake Pier | 3. From Blake Pier to Naval Yard | 4. From Naval Yard to East Point |
|--------------------------------------------------|----------------------------------------|----------------------------------|----------------------------------|
| DESTINATION.                                     | VESSEL'S NAMES.                        | FLAG & REG.                      | REMARKS.                         |
| LONDON, via SUEZ CANAL, &c.                      | INDIA                                  | Brit. str.                       | G. W. Gordon, R.N.R.             |
| LONDON & ANTWERP via SINGAPORE, &c.              | SARDINIA                               | Brit. str.                       | C. C. Talbot, R.N.R.             |
| ROTTERDAM, HAMBURG & ANTWERP, &c.                | BRIGANDIA                              | Ger. str.                        | Hildebrandt                      |
| HAVRE, ROTTERDAM & HAMBURG, &c.                  | BRIGANDIA                              | Ger. str.                        | Glenside                         |
| HAVRE, BREMEN & HAMBURG, &c.                     | SUEVIA                                 | Ger. str.                        | Rassau                           |
| HAVRE & HAMBURG, &c.                             | O. J. D. ABLERS                        | Ger. str.                        | Frerichs                         |
| MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.  | KAGA MARU                              | Jap. str.                        | G. Taba                          |
| MARSEILLES, HAVRE, HAMBURG & ANTWERP, &c.        | FRUSSIN                                | Ger. str.                        | Balle                            |
| MARSEILLES, HAVRE & HAMBURG, &c.                 | SILEZIA                                | Ger. str.                        | Best                             |
| VICTORIA, B.C. & SEATTLE via SHANGHAI, &c.       | SHIDUKA MARU                           | Jap. str.                        | Trisawa                          |
| VICTORIA, B.C. & TACOMA via KEELUNG, &c.         | CANADA MARU                            | Jap. str.                        | K. Hori                          |
| VICTORIA, VANCOUVER, B.C., SEATTLE & TACOMA, &c. | OTRERIO                                | Brit. str.                       | T. Hamada                        |
| VICTORIA, B.C. & TACOMA via KEELUNG & JAPAN      | TACOMA MARU                            | Jap. str.                        | J. McGregor                      |
| NAPLES & GENOA                                   | GLENLOGAN                              | Brit. str.                       | F. von Binzer                    |
| NAPLES, GENOA, ALGIERES, GIBRALTAR, SOUTHAMPTON  | PRINZ LUDWIG                           | Ger. str.                        | Jones                            |
| TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.     | AFRICA                                 | Aus. str.                        | W. Davison                       |
| TRIESTE, Fiume, Venice via SINGAPORE, &c.        | AUSTRIA                                | Aus. str.                        | H. S. Smith                      |
| NEW YORK via SUEZ CANAL                          | INVERCLYDE                             | Brit. str.                       | M. Winckler                      |
| NEW YORK via SUEZ CANAL                          | INDOMANNA                              | Brit. str.                       | H. Bremer                        |
| NEW YORK via SUEZ CANAL                          | PACHA                                  | Brit. str.                       | Tullock                          |
| BOSTON & NEW YORK                                | DACRE CASTLE                           | Brit. str.                       | F. L. Mott                       |
| VANCOUVER via SHANGHAI, JAPAN, &c.               | MONTAGLE                               | Brit. str.                       | Murai                            |
| VANCOUVER via SHANGHAI, JAPAN, &c.               | EXPRESS OF JAPAN                       | Brit. str.                       | H. Bremer                        |
| SAN FRANCISCO via KEELUNG & JAPAN, &c.           | SHINTO MARU                            | Jap. str.                        | T. Sekine                        |
| SAN FRANCISCO via KEELUNG & JAPAN, &c.           | SIBERIA                                | Aus. str.                        | E. Mooney                        |
| SAN FRANCISCO via SHANGHAI & JAPAN, &c.          | CHINA                                  | Aus. str.                        | Forayth                          |
| AUSTRALIAN PORTS                                 | EMPIRE                                 | Brit. str.                       | Kawashima                        |
| AUSTRALIAN PORTS via MANILA                      | KIRIYAMA MARU                          | Jap. str.                        | T. Hori                          |
| AUSTRALIAN PORTS via MANILA                      | PRINZ WALDEMAR                         | Ger. str.                        | Deuson                           |
| CAPEPORTS via MAURITIUS                          | DUNBRIC                                | Brit. str.                       | W. R. Hickey                     |
| MEXICAN, PERUVIAN & CHILEAN via JAPAN            | BUYO MARU                              | Jap. str.                        | J. E. Drake                      |
| YOKOHAMA & KOBE via SHANGHAI                     | OKARA                                  | Jap. str.                        | W. F. Richard                    |
| YOKOHAMA & KOBE via SHANGHAI                     | CHINA                                  | Aus. str.                        | H. Schaeffer                     |
| YOKOHAMA & KOBE via SHANGHAI                     | MIYASAKI MARU                          | Jap. str.                        | Oron Jones, R.N.R.               |
| YOKOHAMA & KOBE via SHANGHAI                     | PRINZ WALDEMAR                         | Ger. str.                        | Selmer                           |
| YOKOHAMA & KOBE via SHANGHAI                     | THONGWA                                | Brit. str.                       | Bradley                          |
| YOKOHAMA & KOBE via SHANGHAI                     | YAMAGUCHI MARU                         | Jap. str.                        | X. Yamamoto                      |
| YOKOHAMA & KOBE via SHANGHAI                     | TAIYOWO                                | Brit. str.                       | K. Sawawa                        |
| YOKOHAMA & KOBE via SHANGHAI                     | CHIPPING                               | Brit. str.                       | T. Fuchiyama                     |
| YOKOHAMA & KOBE via SHANGHAI                     | KUICHOW                                | Brit. str.                       | A. E. Hodgins                    |
| YOKOHAMA & KOBE via SHANGHAI                     | HANGCHOW                               | Brit. str.                       | J. W. Evans                      |
| YOKOHAMA & KOBE via SHANGHAI                     | TINGSANG                               | Brit. str.                       | J. S. Roach                      |
| YOKOHAMA & KOBE via SHANGHAI                     | TOKOMI MARU                            | Jap. str.                        | M. C. Smith                      |
| YOKOHAMA & KOBE via SHANGHAI                     | KAMAKURA MARU                          | Jap. str.                        | A. W. Outerbridge                |
| YOKOHAMA & KOBE via SHANGHAI                     | CHENHUA                                | Brit. str.                       | P. H. Rolfe                      |
| YOKOHAMA & KOBE via SHANGHAI                     | DEVANHA                                | Brit. str.                       | Sidford                          |
| YOKOHAMA & KOBE via SHANGHAI                     | AMOI                                   | Brit. str.                       | S. A. Crosby                     |
| YOKOHAMA & KOBE via SHANGHAI                     | GEORGEY APGAR                          | Brit. str.                       | Lesak                            |
| YOKOHAMA & KOBE via SHANGHAI                     | KWONGSANG                              | Brit. str.                       | Amesga                           |
| YOKOHAMA & KOBE via SHANGHAI                     | JAPAN                                  | Swed. str.                       | N. Tomonaka                      |
| YOKOHAMA & KOBE via SHANGHAI                     | BURLOW                                 | Ger. str.                        | D. MacLachlan                    |
| YOKOHAMA & KOBE via SHANGHAI                     | NANKIN                                 | Brit. str.                       | H. Cawey                         |
| YOKOHAMA & KOBE via SHANGHAI                     | C. F. FERD. LAEISZ                     | Ger. str.                        | M. Deguchi                       |
| YOKOHAMA & KOBE via SHANGHAI                     | KUTSANG                                | Brit. str.                       | G. M. B. Lake                    |
| YOKOHAMA & KOBE via SHANGHAI                     | FLINTSHIRE                             | Brit. str.                       | Cornock                          |
| YOKOHAMA & KOBE via SHANGHAI                     | KOEBER                                 | Aus. str.                        | C. Rosdofsky                     |
| YOKOHAMA & KOBE via SHANGHAI                     | YIMAH                                  | Dut. str.                        | F. Scallil                       |
| YOKOHAMA & KOBE via SHANGHAI                     | KATO MARU                              | Jap. str.                        | E. de Catalano                   |
| YOKOHAMA & KOBE via SHANGHAI                     | SOSU MARU                              | Jap. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | DAIJIN MARU                            | Jap. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | HAIYANG                                | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | HAIYUN                                 | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | HATTAN                                 | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | ZAFIRO                                 | Aus. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | TEAN                                   | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | KUANGSANG                              | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | KARFONG                                | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | YAMAGUCHI MARU                         | Jap. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | YIMAH                                  | Dut. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | TILALAP                                | Dut. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | CAPEI                                  | Ital. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | SANUKI MARU                            | Jap. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | JELUNGA                                | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | MUTTRA                                 | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | KIRIN MARU                             | Jap. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | NAMANG                                 | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | FAKHORI                                | Brit. str.                       |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | RAJAH                                  | Ger. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | ROBNO                                  | Ger. str.                        |                                  |
| YOKOHAMA & KOBE via SHANGHAI                     | SI-KIANG                               | Frenc. str.                      |                                  |

"SHIRE" LINE OF STEAMERS,  
LIMITED.

PROJECTED SAILINGS FROM HONGKONG.  
 SUBJECT TO ALTERATION.

FOR SHANGHAI, KOBE & YOKOHAMA "FLINTSHIRE" About 1st Oct.  
 \* Does not carry passengers.  
 These Steamers have superior accommodation for a limited number of First Class  
 Passengers. Cabins are situated amidships, and are fitted with electric light and fans.  
 Attention is particularly directed to the moderate fares charged.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., Ltd.,**  
 HONGKONG, 21st August, 1912.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
 FOR SHANGHAI, KOBE & YOKOHAMA "MAUSANG" Tuesday, 10th Sept. Noon.  
 FOR SHANGHAI, KOBE & YOKOHAMA "KUNGSANG" Saturday, 14th Sept. 4 P.M.  
 FOR SHANGHAI, KOBE & YOKOHAMA "YONGSANG" Sunday, 15th Sept. D'light.  
 FOR SHANGHAI, KOBE & YOKOHAMA "CHIPPING" Thursday, 19th Sept. Noon.  
 FOR SHANGHAI, KOBE & YOKOHAMA "LOONGSANG" Saturday, 21st Sept. 2 P.M.  
 FOR SHANGHAI, KOBE & YOKOHAMA "KUTSANG" Monday, 23rd Sept. Noon.  
 FOR SHANGHAI, KOBE & YOKOHAMA "KUTSANG" Tuesday, 24th Sept. Noon.

RETURN TOURS TO JAPAN.  
 The Steamers "KUTSANG" and "MAUSANG" leave about every 3 weeks for  
 Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.  
 These vessels have all modern improvements and are fitted throughout with Electric Light.  
 A fully qualified surgeon is also carried.  
 \* Steamers have superior accommodation for First Class Passengers and are fitted through-  
 out with Electric Light.  
 † Taking Cargo on through Bills of Lading to Yangtze Ports, Tientsin, Weihaiwei, Chaofo,  
 Tientsin and Newchwang.  
 ‡ Taking Cargo on Through Bills of Lading to Khat, Lahad, Dava, Singapore, Tawao,  
 Usukan, Jesselton and Labuan.  
 Telephone No. 215, Sub. Exch. 4.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., Ltd.,**  
 HONGKONG, 9th September, 1912.

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN  
 KOBE, HONGKONG AND RANGOON.  
 EASTWARD.  
 The S.S. "OKARA," 5,291 tons, Captain A. J. Evans, will be despatched for  
 YOKOHAMA and KOBE on 10th Sept., at Daylight, to be followed on 20th Sept.,  
 by S.S. "FAZILKA," Capt. Commaek, taking Cargo and Passengers at Current Rates.  
 WESTWARD.  
 The S.S. "MUTTRA," 4,644 tons, Captain H. Carey, will leave HONGKONG for  
 SINGAPORE, PENANG and RANGOON on 15th Sept., at Daylight, followed by the  
 S.S. "OKARA," 5,291 tons, Captain A. J. Evans, on the 28th Sept., at Noon, taking  
 Cargo and Passengers at Current Rates.  
 The above Steamers have excellent saloon accommodation for passengers and are  
 fitted with all modern conveniences.  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & Co., Ltd.,**  
 HONGKONG, 9th September, 1912.

CANADIAN PACIFIC ROYAL MAIL  
STEAMSHIP LINE.  
VIA VANCOUVER

THE CANADIAN PACIFIC RAILWAY  
 PROPOSED SAILINGS FROM HONGKONG, AND QUEBEC.  
 SUBJECT TO ALTERATION.

FOR VANCOUVER. 1912  
 "EMPRESS OF JAPAN" Sat. 14th Sept.  
 "MONTAGLE" Sat. 5th Oct.  
 "EMPRESS OF INDIA" Sat. 25th Oct.  
 "EMPRESS OF JAPAN" Sat. 15th Nov.

FOR LIVERPOOL. 1912  
 "ALLAN LINE" Fri. 11th Oct.  
 "EMPRESS OF IRELAND" Fri. 1st Nov.  
 "ALLAN LINE" Fri. 22nd Nov.  
 "EMPRESS OF BRITAIN" Fri. 13th Dec.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at  
 SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE,  
 YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express,  
 Train and at QUEBEC with the Company's Atlantic "EMPRESS" Steamships, 14,500  
 tons register, thus providing a comfortable and speedy through route to Europe.  
 All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the  
 Marconi Wireless apparatus.  
 Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York \$71.10  
 Intermediate Steamship "Montagle" "243" "245."  
 First Class rate to London includes cost of Meals and Berth in Sleeping Car while  
 crossing the American Continent by Canadian Pacific direct Line.  
 R.M.S. "MONTAGLE," carries Intermediate Passengers only, at Intermediate rates  
 affording superior accommodation for that class.  
 Passengers booked through to all ports and to Europe. Officers in the  
 Service of China and Japan Governments. Full particulars of application from Agents.  
 For further information Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
 D. W. CLARDOCK, General Traffic Agent for China,  
 Corner Pedder Street and Praya opposite Blake Pier.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS,  
 BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND  
 MECHANICAL ENGINEERS.  
 THE WELDING AND CUTTING OF METALS  
 By the OXY-ACETYLENE SYSTEM  
 Modern Appliances for quick construction and repair of Ships,  
 Engines, Boilers, Railway Rolling Stock, Bridges, and  
 all Classes of Engineering, Iron and Wood Work.  
 Hydraulic and Pneumatic Tools  
 installed throughout the  
 Works.  
**TAIKOO DOCKYARD & ENGINEERING CO.,**  
 OF HONGKONG, LIMITED.  
 GRAVING DOCK 767' x 88' x 34' 6"  
 Pumps empty Dock in 2 1/2 hours.  
 THREE PATENT SLIPWAYS taking vessels  
 up to 3,000 tons displacement, providing conditions  
 for painting ships with most efficient results.  
 100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD  
 CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.  
 50-TON HYDRAULIC TESTING MACHINE FOR CHAINS, WIRE ROPES, RIVETS, ETC.  
 Estimates given for Docking, Repairing to Hull and Machinery, Constructional Work.  
 Dockyard Manager Mr. J. REID, can be seen between the hours of 11 A.M. and 12 NOON at the Town Office.  
 MANAGERS AND AGENTS,  
**BUTTERFIELD & SWIRE,**  
 HONGKONG, CHINA AND JAPAN.

## VESSELS ON THE BERTH

GLEN LINE (McGREGOR, GOW & Co.)  
 LIMITED.

THE Steamship  
 "GLENLOGAN,"  
 Captain J. McGregor, will be despatched for  
 NAPLES AND GENOA, on or about 10th  
 September.  
 This Steamer has excellent accommodation  
 Amidships for 38 Saloon Passengers.  
 SALOON FARE  
 HONGKONG TO NAPLES £30.  
 transhipment at NAPLES £40.  
 For Passage, apply to  
 SHEWAN, TOMES & Co.,  
 Agents.  
 Hongkong, 4th September, 1912. [952]

HONGKONG-BOSTON & NEW YORK.  
 THE Steamship  
 "INVERCLYDE," About 10th Sept.  
 For Freight and further information  
 apply to—  
 SHEWAN, TOMES & Co.,  
 General Agents.  
 Hongkong, 23rd July, 1912. [929]

NORDDEUTSCHER LLOYD, BREMEN.  
 DIRECT TO SANDAKAN.  
 THE Steamship  
 "RAJAH,"  
 Captain C. Rosdofsky, will be ready to leave for  
 the above Port on or about the 13th inst.  
 For Freight apply to  
 MELCHERS & Co.,  
 Agents.  
 Hongkong, 5th September, 1912. [1051]

SOCIETA NAZIONALE DI SERVIZI  
 MARITIMI.  
 STEAM FOR BOMBAY VIA SINGAPORE  
 AND PENANG.  
 (Taking Cargo at through rates to Port Said,  
 Messina, Naples, Genoa and Leghorn  
 also YENICE and TRIESTE, all MEDITER-  
 RANEA, ADRIATIC, BARRONA,  
 VALENZA, ALGANTIE, ALBERIA and  
 MALAGA, LANTININE and SOUTH  
 AMERICAN PORTS up to CALLAO.)  
 THE Steamship  
 "CAPRI,"  
 Captain Amesga, will be despatched as above  
 on SATURDAY, the 14th inst., at Noon.  
 For further particulars regarding freight and  
 Passage, apply to  
 CARLOWITZ & Co.,  
 Agents.  
 Hongkong, 7th September, 1912. 4

REGULAR STEAMSHIP SERVICE  
 (WITH LIBERTY TO CALL AT THE MALABAR  
 COAST).  
 PROPOSED SAILINGS FROM HONGKONG.  
 FOR BOSTON AND NEW YORK.  
 S.S. "DACRE CASTLE" ...  
 On or about 19th Sept.  
 FOR NEW YORK.  
 S.S. "PATHAN" ... On or about 8th Oct.  
 For Freight and further information, apply to  
 DODWELL & Co., Ltd.,  
 Agents.  
 Hongkong, 4th September, 1912. [933-1008]

"INDRA" LINE, LIMITED.  
 FOR NEW YORK VIA SUEZ CANAL.  
 (With Liberty to Call at the Malabar Coast).  
 THE Steamship  
 "INDRASAMHA,"  
 Captain Jones, will be despatched as above on  
 SATURDAY, the 28th September.  
 For Freight or Passage, apply to  
 JARDINE, MATHESON & Co., Ltd.,  
 Agents.  
 Hongkong, 3rd September, 1912. [1040]



